

U. S. ENGINEERS HAVE MIGHTY WORK TO DO

United States army engineers, now in France, are tackling a monumental job.

They are blazing the way for one million men to come, and much of the work will be done by Seattle and other Pacific coast men who are already "over there" under command

of Col. J. B. Cavanaugh.

He's the man who built the Lake Washington canal.

Every step of the barren way from French port to French fort must be modernized into an elongated American city.

First off, they must macadamize the highway, every foot of it. And over an area of several miles in the vicinity of the port and behind the

front an intricate system of perfectly paved streets and avenues must be built.

Fashion Railway System

Winding in and around both these terminals, the engineers are fashioning a complicated system of railroads, both narrow and standard gauge, for switching, transferring and caring for troops and supplies.

Connecting these two webs is a ribbon of track paralleling the miles of paved roads, with branches and spurs shooting off here and there on both sides.

Every tie, every rail, every spike, every engine and every car for this system of railroads, is being taken from this country. Not one bit of material, not a single man, is being supplied by France.

Camp Cities Arise

Great wooden camp cities are rising at both ends of this line. Power houses, permanent repair gang camps, houses for maintenance of way officials, water reservoirs will be strung out along the line and at the terminals.

The lumber for these structures is being hewn from the forests of France by regiments of American foresters. Other regiments are rebuilding and enlarging docks and wharves at the port of arrival, and dredging and opening new approaches in the bay for the big gray transports.

Electric Plants Blossom

Sawmills carried from America are springing up in the French forests. American-made well digging machines dot the line of communication. Electric light plants are blossoming forth to supply the trenches, dugouts, storehouses and cantonments with illumination.

Many miles of water pipe are being laid.

Special regiments of American miners picked from the star diggers of every state in the Union are in charge of the American system of trenches, saps, transverse and approaches.

Expert companies of electricians are putting in an intricate system of battlefield illumination, including searchlights, trench lights, glare light apparatus and great piles of star bombs and rifle grenades.

Tracks Must Be Dull

But none of this complicated system of communication and approach must be visible to the enemy. Must all be dug in, buried or concealed by camouflage. The highways must be neutralized in color to blend with the landscape. The railroad tracks must not glisten.

All buildings must be half buried in the ground, and the above ground portion disguised with bushes and shrubs and neutral colorings until they are invisible.

UNIVERSITY WILL TRAIN WAR VICTIM

University of Oregon, Eugene, Nov. 5.—The reeducation of men crippled in the war is a problem which the university is anticipating and one for which preparation is already being made. A committee comprising representatives of the departments of psychology and education has been appointed to make a careful study of the most practical methods of reeducation and to make recommendations for the establishment of such courses as they deem advisable.

The special problem of this committee is to devise means of education for new pursuits men who have been crippled in such a way as to make their former occupations impossible.

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Doctor

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Do not use surgery. Will be at Redwell Hotel Monday, November 12, Office Hours 9 a. m. to 4 p. m.

One Day Only

No charge for examination. The doctor in charge is a regular graduate in Medicine and Surgery and is licensed by the state of Washington. He visits professionally the more important towns and cities and offers to all who call on this trip consultation and examination free, except the expense of treatment when desired.

According to his method of treatment he does not operate for chronic appendicitis, gall stones, ulcers, stomach, tonsils or adenoids. He has to his credit many wonderful results in diseases of the stomach, liver, bowels, blood, skin, nerves, heart, kidney, bladder, wetting, catarrh, weak lungs, rheumatism, sciatica, leg ulcers and rectal ailments.

If you have been ailing for a length of time and do not get a better, do not fail to call, as the proper measures rather than disease are very often the cause of your long standing trouble.

Remember above date, that examination on this trip will be free at that his treatment is different.

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NOTICE TO CREDITORS

IN THE COUNTY COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

In the Matter of the Estate of Christina Johnson, Deceased. Notice is hereby given that Ola Bohman has been duly appointed Executor of the last will and testament of Christina Johnson, deceased, by the County Court of Columbia County, State of Oregon, and has duly qualified for said trust. All persons having claims against said estate are hereby notified to present the same duly verified and with proper vouchers to said executor at his residence, No. 682 Mississippi Ave., Portland, Oregon, within six months from the date of this notice.

Dated Oct. 19th, 1917.

First publication Oct. 19th, 1917.

OLA BOHMAN,

Executor of the Estate of Christina Johnson, Deceased.

HARRIS & GORE,

Attorneys for Executor, St. Helens, Ore.

NOTICE OF FINAL SETTLEMENT

IN THE COUNTY COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

In the Matter of the Estate of Frank Newbold, Deceased.

Notice is hereby given that the undersigned, as administratrix of the estate of Frank Newbold, deceased, has filed her Final Account and petition for distribution in the County Court of the State of Oregon for Columbia County, and that Saturday, the 1st day of December, 1917, at the hour of 10 o'clock in the forenoon of said day, at the courtroom of said Court, in the City of St. Helens, has been appointed by said Court as the time and place for hearing objections to said final account and for final settlement and distribution of said estate.

Dated and first published Nov. 2nd, 1917.

ANNIE NEWBOLD,

Administratrix of the Estate of Frank Newbold, Deceased.

NOTICE OF SHERIFF'S SALE

By virtue of an execution and order of sale duly issued by the Clerk of the Circuit Court of the County of Columbia, State of Oregon, dated the 6th day of November, 1917, in a certain action in the Circuit Court for said County and State, wherein William J. Holpa, as plaintiff, recovered judgment against Lea Korpela for the sum of Fifty-six and 35-100 Dollars, and costs and disbursements taxed at Forty (\$40.00) Dollars, on the 24th day of July, 1917.

Notice is hereby given that I will on the 8th day of December, 1917, at the front door of the courthouse in St. Helens, in said County, at 10:00 o'clock in the forenoon of said day, sell at public auction to the highest bidder, for cash, the following described property, to-wit:

N $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Sec. 35, Tp. 5 N., R. 2 W. of the Will. Mer. in Columbia County, Oregon. Excepting therefrom a strip of land 20 feet in width commencing at the northwest corner of said NW $\frac{1}{4}$ thence running east 20 feet; thence south and parallel with the west line of said section 40 rods; thence west 20 feet; thence north 40 rods to the place of beginning, heretofore attached or as much thereof as may be necessary to satisfy the said judgment in favor of William J. Holpa and against said Lea Korpela, together with all costs and disbursements that have or may accrue.

E. C. STANWOOD,

Sheriff.

Dated at St. Helens, Oregon, this 7th day of November, 1917.

First publication Nov. 9, 1917.

Last publication Dec. 7, 1917.

S. P. & S. TIME TABLE

From Portland		
Train	Leaves Portland	Arrives St. Helens
No. 21	8:10 a. m.	9:11 a. m.
No. 25	12:35 p. m.	1:43 p. m.
No. 27	5:35 p. m.	6:34 p. m.
No. 23	6:15 p. m.	7:09 p. m.

To Portland		
Train	Leaves St. Helens	Arrives Portland
No. 26	7:58 a. m.	9:16 a. m.
No. 22	11:21 a. m.	12:20 p. m.
No. 28	3:56 p. m.	5:00 p. m.
No. 24	8:54 p. m.	9:55 p. m.

Buses leave for station about 20 minutes in advance of above time.

Str. IRALDA

Rates between St. Helens and Portland, 50 cents one way, 75 cents for the round trip.

Tickets good until used.

Boat leaves St. Helens 7:55 a. m. Returning leaves Portland 2:30 p. m. Arrive at St. Helens 4:45 p. m.

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FRANK SHEPARD, Prop.

SCHEDULE

	A. M.	P. M.
Lv. St. Helens	7:30	1:30
Warren	7:45	1:45
Scappoose	8:00	2:00
Ar. Portland	9:20	3:20
Lv. Portland	10:00	4:00
Ar. St. Helens	11:50	5:50

Saturdays and Sundays

Special trip leaving St. Helens 6 p. m.

Leave Portland 11 p. m.

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(Sunday 3:30 p. m.)

Leaves St. Helens - 6:15 a. m.

Arrives Portland - 10:15 a. m.

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Phone 54 Residence phone 1133

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E. S. SNELLING

Attorney at Law

St. Helens, Oregon

GEO. H. SHINN

Attorney at Law

Land Titles and Probate Practice

St. Helens, Oregon

J. W. DAY

Attorney at Law

Bank Bldg. St. Helens, Ore.

FRED W. HERMAN

Attorney at Law

Rainier, Oregon

LODGES

The Loyal Order of Moose, St. Helens Lodge No. 1238. Meet the first and third Wednesday of each month.

All visitors cordially invited.

HARRY BENNETT, Dictator.

W. W. BLAKESLEY, Secy.

Mizpah Chapter O. E. S. meets in

Masonic Hall the second and fourth

Saturdays of each month.

MRS. LILLA M. CROUSE, W. M.

JOHN PHILIP, Secy.

Tillicum Tribe No. 52, Improved

O. R. M., of Yankton, Ore., meets at

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urdays of each month.

W. G. BRANNON, C. of R.

EBER BROWN, Sach.

St. Helens Rebekah Lodge, No.

217, meets first and third Thursday

of each month in I. O. O. F. Hall.

Visiting members always welcome.

MRS. RHODA M'KIE, N. G.

MRS. ELLA ALLEN, Secy.

St. Helens Lodge

No. 117, I. O. O. F., meets in the I. O.

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the second and fourth Saturdays of

each month, visiting members are al-

ways given a hearty welcome.

E. ADIN ROSS, Noble Grand.

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Avon Lodge No. 62 Knights of

Pythias meets every Tuesday even-

ing in Castle Hall, St. Helens. Vis-

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St. Helens Lodge No. 32,

A. F. & A. M. meets 1st

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invited.

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